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CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT <u></u>	
TOPIC <u>Unoccupied Airfields in East Germany</u>	25X1	
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EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		25X1
DATE OBTAINED <u></u>	DATE PREPARED <u>24 October 1955</u>	25X1
REFERENCES <u></u>		
PAGES <u>4</u>	ENCLOSURES (NO. & TYPE) <u></u>	
REMARKS <u>This is UNEVALUATED Information</u>		
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1. Erfurt-North airfield. Observations made between 28 August and 10 September 1955 did not indicate that the airfield was intended to be used by the Soviet Air Force. Glider training by the Gesellschaft fuer Sport und Technik (Association for Sport and Technique) (GST) was still conducted at the installation.
2. Rockau airfield. The former auxiliary airfield, 10 kilometers northeast of Jena was under cultivation prior to early August 1955. No observations were made indicating that the field was to be put into service.
3. Magdeburg-South airfield. The installation was located about 6 kilometers south of Magdeburg and bordered on Leipzig Chaussee to the west and on Ottersleben Chaussee to the north, extending in a length of 675 meters along the former highway and in a width of about 600 meters along the latter highway. There was no concrete runway. The field was covered with firm grass which was kept short. All former buildings had been destroyed. A small hangar for 3 or 4 gliders had recently been built in the northwestern corner of the field. In early September 1955, a new building was under construction at the field. This building was to house a hangar on the ground floor, quarters and offices on the first floor, and a watch tower on the roof. During early September 1955, a section of the GST equipped with up to 4 gliders was stationed at the field. The members of the GST were quartered in the former Lindenhof Restaurant, about 400 meters north of the airfield. Rebuilding work was under way in this building. No further improvement work was seen nor were there any indications of a change in the utilization of the field observed.
4. Wismar airfield. A newly constructed brick building, about 30 x 18 x 5 meters, apparently for billets and offices, was observed at the former factory area of Dornier Plant, on the northeastern bank of Wismar Harbor on 3 August 1955.

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5. Zwickau airfield. The installation was located west of the Zwickau-Gerrothenbach road, about 5 kilometers west of Zwickau. The area was not utilized prior to 2 September 1955; the main portion was pasture land. The debris from the destroyed administrative and quartering buildings and hangars were not removed.
6. Falkensee airfield. This was an auxiliary airfield which measured about 400 x 850 meters. It had been used by Io-2s prior to September 1953. Afterwards, almost the entire area was divided into truck gardens. During September 1955, there were no indications that the area would be utilized for any other purpose.
7. Chernitz airfield. A low brick hangar, about 15 x 30 meters, with 2 gates at the northern side had been built for gliders at the field. The construction costs allegedly amounted to about 30,000 Eastmarks. The hangar was still vacant in late June 1955.
8. Reinsdorf airfield. Prior to 3 August 1955, the airfield was not occupied by an air unit. The temporary buildings had been repaired. An acquaintance stated that parachute jumps were made from Li-2s and a helicopter over the field during July 1955.
9. Lerleberg airfield. Between 10 and 20 August 1955, an army unit was still observed at the field. Cattle grazed on the grass-covered landing field. No indications of constructional changes were observed.
10. Gotha airfield. [redacted] the airfield covered an area of about 1,600 x 1,800 meters and was not serviceable in mid-August 1955. The southeastern section was used as pasture land. Pigeons were located in the northern section, while a new settlement was in the southern section. The former officers' billets were occupied. Bomb craters and broken concrete slabs of the demolished runway were seen on the landing field.
11. Nietleben airfield. [redacted] In mid-August 1955, several hangars were available including some housing workshops. The flight control building and several temporary buildings were undestroyed. The buildings near Nietleben, which had formerly been occupied by civil servants, quartered Soviet dependents. The temporary buildings were occupied by Soviets, whose service color could not be determined. A small hangar of the GST was located in the southeastern corner of the field. The landing field measures about 1,000 x 1,500 meters. In June 1955, a new and small hangar for gliders was observed at the field.
12. Flauen airfield. It was learned that the airfield had a length of at least 1,000 meters. It could not be determined to what degree the landing field was serviceable. Prior to late August 1955, no indications were observed which might support rumors of an intended improvement or re-occupation of the field.
13. Finsterwalde-Heinrichsruh airfield. [redacted] the landing field had a length of about 1,000 meters, with a firm grass cover used as pasture land. Members of the GST practiced gliding at the installation. Occasionally, small Soviet biplanes landed at the field. It was heard for the last time in July 1955 that the field will still be used only by the GST in future.

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14. Frankenberg/Saxony airfield. [redacted] 25X1  
[redacted] most of the former airfield near Frankenberg was under cultivation. No indications of an intended utilization was observed prior to the spring of 1955. 25X1
15. Redlin airfield, Parchim district. [redacted] 25X1  
[redacted] the landing field which was about 1,000 meters square was temporarily used as pasture land, prior to late July 1955. There were several ground targets represented by the silhouettes of aircraft cut into the ground and filled with white sand, which were attacked by jet fighters. A high lookout post served as observation. Individual biplanes landed occasionally. No indications of another utilization were observed. 25X1
16. Fuerstenwalde airfield. [redacted] 25X1  
[redacted] the landing field was about 1,000 meters square and surrounded by a board fence. All temporary buildings, about 4 hangars, the fire department and kommandatura were still in existence. A Soviet medical depot was quartered in the buildings. A runway was apparently not available. No indications of improvement work were observed. 25X1
17. Questrow airfield. It was learned that the field measured about 1,000 x 2,000 meters with a grass cover which was apparently level and firm. Three or 4 living vans were observed at the field. 25X1
18. Pinow-North airfield. [redacted] 25X1  
[redacted] the landing field had a level surface which was not under cultivation. Prior to July 1955, air activity was occasionally conducted by 4 or 5 Soviet biplanes which usually remained at the field for 3 or 4 days. During the presence of aircraft, some repair-shop trucks and radio trucks were seen at the field. 25X1
19. Senftenberg/Ruchwalde airfield. [redacted] 25X1  
[redacted] the landing field covered an area about 1,000 meters square. Members of the GBT practiced gliding with winch-launching prior to July 1955, and flying with gliders towed by conventional aircraft after July 1955. No buildings were located at the field. The landing field was level and covered with firm grass. 25X1
20. Greifswald airfield. [redacted] 25X1  
[redacted] most of the landing field which covered an area of about 1,000 x 1,500 meters was under cultivation. The hangars and temporary buildings had been demolished. The former officer and NCO billets were occupied by expellees. Prior to July 1955, no indications of any changes were observed.
21. Airfield near Beldela. [redacted] a 25X1  
new airfield about 1,500 to 2,500 meters long was under construction 2 or 3 kilometers southwest of the KVP installation Sternbuchholz. The ground was uprooted, graded and sown with grass. Prior to approximately July 1955, one aircraft had landed on the site. 4





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22. Goerlitz airfield. The installation covered an area about 500 meters square which was partially under cultivation. It was located south of the Goerlitz-Girbigsdorf road. Prior to approximately 20 August, KVP units had practiced at the field and members of the GBT conducted motor sport exercises. In early May 1955, surveying work was done by Soviet soldiers. No additional work was observed at the field until August 1955.
23. Fuerstenberg/Uder airfield. It was learned that, in August 1955, the area of the former airfield was covered with the debris from the demolished buildings. The temporary storehouses of a consumers' association and a meat combine were located at the field. A sewerage system with large cement pipes was being laid across the field. There were no indications of any intended improvement work observed.
24. Oschersleben airfield. It was learned that a former factory airfield was located southeast of Oschersleben. The area was used as garbage dump by the town of Oschersleben.

1.  Comment. For location sketch of brick hangar at Chemnitz airfield, see Annex.
2.  Comment. Reinsdorf airfield has not been occupied since the summer of 1953. Formerly, a ground attack regiment was stationed at the field during the summer months.
3.  Comment. It is believed that Finow-North airfield is used by courier aircraft of an army headquarters which is stationed in Eberswalde.
4.  Comment. The airfield is probably identical with Buchholz airfield which measures about 500 x 2,800 meters and is located about 10 kilometers south of Schwerin. No information has been received that the field is temporarily used by aircraft.

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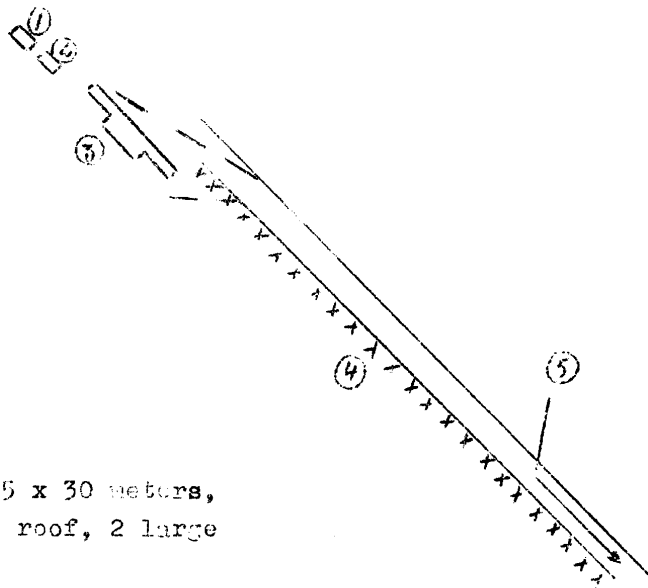
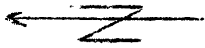
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Annex

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Location Sketch of Brick Hangar at Chemnitz Airfield



Legend:

- 1 New brick hangar, about 15 x 30 meters, low structure with saddle roof, 2 large gates at northern side
- 2 Temporary building, about 10 x 25 meters, for quartering purposes
- 3 Brick building housing children's home
- 4 Hedge
- 5 Road leading to St. Berg

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